

## Inspection Report with SI&A Data

**Structure Description:** 71.67 Foot - Single Span Concrete Frame (except frame culverts)

**2 District:** 05      **3 County:** Jefferson      **16 Latitude:** 38°14'32.00"      **7 Longitude:** 85°41'40.00"

**7 Facility Carried:** I-64 EB

**Milepoint:** 0.080

**6A Feature Intersected:** BEALS BRANCH RD

**9 Location:** EBL 300' E OF TUNNEL

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

**Structure Description:** 71.67 Foot - Single Span Concrete Frame (except frame culverts)

NBI CONDITION RATINGS			
<b>58 Deck:</b>	5	<b>61 Channel:</b>	N
<b>59 Superstructure:</b>	6	<b>62 Culvert:</b>	N
<b>60 Substructure:</b>	6	<b>Sufficiency Rating:</b>	91

GEOMETRIC DATA		
<b>48 Max Length Span:</b>		64.000 ft
<b>49 Structure Length:</b>		71.670 ft
<b>32 Approach Roadway:</b>		-3.281 ft
<b>33 Median:</b>		(0) No Median
<b>34 Skew:</b>		14°
<b>35 Flare:</b>		No Flare
<b>50A Curb/Sidewalk Width L:</b>		0.000 ft
<b>50B Curb/Sidewalk Width R:</b>		0.000 ft
<b>47 Horiz. Clearance:</b>		38.386 ft
<b>51 Width Curb to Curb:</b>		-3.281 ft
<b>52 Width Out to Out:</b>		42.670 ft
<b>48 Max Length Span:</b>		64.000 ft

DESIGN	
<b>Substandard:</b>	No
<b>Fracture Critical:</b>	No FC Details
<b>43A Main Span Material:</b>	(1) Concrete
<b>43B Main Span Design:</b>	(07) Frame
<b>45 Number of Spans Main:</b>	1
<b>44A Approach Span Material:</b>	Not Applicable
<b>44B Approach Span Design:</b>	Not Applicable
<b>46 Number of Approach Spans:</b>	0
<b>107 Deck Type:</b>	(1) Concrete-Cast-in-Place
<b>108A Wearing Surface:</b>	(3) Latex Concrete/Similar
<b>108B Membrane:</b>	(0) None
<b>108C Deck Protection:</b>	(0) None
<b>Overlay Y/N:</b>	Yes
<b>Overlay Type:</b>	Latex
<b>Overlay Thickness:</b>	1.250 in
<b>Overlay Date:</b>	2001

ADMINISTRATIVE		
<b>27 Year Built:</b>		1970
<b>106 Year Reconstructed:</b>		0
<b>42A Type of Service On:</b>		(1) Highway
<b>42B Type of Service Under:</b>		(1) Highway
<b>37 Historical Significance:</b>		(5) Not Eligible
<b>21 Maintenance Responsibility:</b>		(01) State Hwy Agency
<b>22 Owner:</b>		(01) State Hwy Agency
<b>101 Parallel Structure:</b>		(R) Right of II Structure
<b>52 Width Out to Out:</b>		42.670 ft

APPRAISAL	
<b>36A Bridge Railings:</b>	(1) Meets Standards
<b>36B Transitions:</b>	(1) Meets Standards
<b>36C Approach Guardrail:</b>	(1) Meets Standards
<b>36D Approach Guardrail Ends:</b>	(1) Meets Standards
<b>71 Waterway Adequacy:</b>	(N) Not Applicable
<b>72 Approach Alignment:</b>	(8) Equal Desirable Crit
<b>113 Scour Critical:</b>	(N) Not over Waterway
<b>Recommended Scour Critical:</b>	(N) Not over Waterway

CLEARANCES		
<b>10 Vert. Clearance:</b>		99.999 ft
<b>53 Min. Vert. Clearance Over:</b>		99.999 ft
<b>54A Vert. Under Reference:</b>		(H) Hwy beneath struct.
<b>54B Min. Vert. Underclearance:</b>		25.000 ft
<b>55A Lateral Under Reference:</b>		(H) Hwy beneath struct.
<b>55B Min. Lat. Underclearance R:</b>		3.000 ft
<b>56 Min. Lat. Underclearance L:</b>		0.000 ft

LOAD RATINGS	
<b>63 Operating Type:</b>	(1) Load Factor (LF)
<b>64 Operating Rating:</b>	60.0 tons
<b>65 Inventory Type:</b>	(1) Load Factor (LF)
<b>66 Inventory Rating:</b>	36.0 tons
<b>Truck Capacity Type I:</b>	tons
<b>Truck Capacity Type II:</b>	tons
<b>Truck Capacity Type III:</b>	tons
<b>Truck Capacity Type IV:</b>	tons

POSTINGS	
<b>41 Posting Status:</b>	(A) Open, No Restriction
<b>Signs Posted Cardinal:</b>	No
<b>Signs Posted Non-Cardinal:</b>	No
<b>Field Postings Gross:</b>	tons
<b>Field Postings Type I:</b>	tons
<b>Field Postings Type II:</b>	tons
<b>Field Postings Type III:</b>	tons
<b>Field Postings Type IV:</b>	tons

### Inspection Report with SI&A Data

**38: Re Concrete Slab**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	3,058	2,674	87%	354	12%	30	1%	0	0%

- 2001 overlay has some serious cracks and some exposed aggregate in the wheel paths.  
 - Severe cracking/initial breaking up in top of slab adjacent to the west abutment, needs repair.  
 - Some random longitudinal cracking.  
 - Deck/overlay has a large concrete patch in the slow lane at the west end of the bridge - some concrete cracking/deterioration adjacent to the east end of the patch (30 sq.ft. in CS3) and another large concrete patch in the fast lane left wheel path near mid-span. Other patched areas in right lane near center span and near abutment 2.  
 - Soffit has minor cracks/discoloration.  
 - Soffit has longitudinal cracks with efflorescence near the abutments.  
 - Soffit has longitudinal crack near center span in middle with minor efflorescence.  
 - Soffit has some transverse cracking near mid-span

**510: Wearing Surfaces**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	2,759	2,420	88%	309	11%	30	1%	0	0%

**215: Re Conc Abutment**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	88	75	85%	13	15%	0	0%	0	0%

Minor hairline cracks and small areas of deterioration/spalling in legs/stems of rigid frame (considered as abutments for this element level inspection). Stone facings have some minor deterioration and/or scaling.

**331: Re Conc Bridge Railing**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	142	114	80%	28	20%	0	0%	0	0%

Barrier wall has minor cracks, most with efflorescence.

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851: Transitions									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%
<p>Approximately 1/2 in. settlement. Approach pot holes have been patched with asphalt - needs more. East end approach pavement is in bad shape and needs repair.</p>									

859: Vegetation									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%
<p>- Heavy vegetation and trees at both ends and both sides of the bridge that is slightly impacting proper inspection access.</p>									

STRUCTURE NOTES
<p>-1.25" latex overlay in 2001.                      -There is no specific element level condition state assessment of concrete rigid frame bridges. Elements utilized to best describe this rigid frame during this inspection comply with the 2012 BIRM recommendations. TK 4/10/2013</p>

INSPECTION NOTES
<p>Standard Inspection by A. Porter and L. Boller (DLZ).</p>

WORK
<p>Action: -</p>